

AMENDED IN ASSEMBLY APRIL 16, 2013

AMENDED IN ASSEMBLY MARCH 12, 2013

CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

ASSEMBLY BILL

No. 1002

Introduced by Assembly Member Bloom

February 22, 2013

An act to add Section 9250.20 to the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 1002, as amended, Bloom. Vehicles: registration fee: sustainable communities strategies.

Existing law imposes a registration fee to be paid to the Department of Motor Vehicles for the registration of every vehicle or trailer coach of a type subject to registration, except those vehicles that are expressly exempted from the payment of registration fees. Existing law, until January 1, 2016, imposes a \$3 increase on that fee, \$2 of which is to be deposited into the Alternative and Renewable Fuel and Vehicle Technology Fund and \$1 of which is to be deposited into the Enhanced Fleet Modernization Subaccount.

Existing law requires designated transportation planning agencies, some of which are metropolitan planning organizations under federal law, to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation and highway, railroad, bicycle, and pedestrian facilities and services. Existing law requires each metropolitan planning organization to include, among other things, a sustainable communities strategy in the regional transportation plan.

This bill would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code, *Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan*, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount, which the bill would establish in the Motor Vehicle Account. The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes.

Vote: $\frac{2}{3}$. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 9250.20 is added to the Vehicle Code,
2 to read:
3 9250.20. (a) In addition to any other fees specified in this code
4 and the Revenue and Taxation Code, a fee of six dollars (\$6) shall
5 be paid at the time of registration or renewal of registration of
6 every vehicle subject to registration under this ~~code~~, *code in a*
7 *county that is in a metropolitan planning organization required*
8 *to prepare a sustainable communities strategy as part of its*
9 *regional transportation plan pursuant to paragraph (2) of*
10 *subdivision (b) of Section 65080 of the Government Code*, except
11 vehicles described in subdivision (a) of Section 5014.1 and those
12 vehicles that are expressly exempted from the payment of
13 registration fees under this code.
14 (b) After deducting all reasonable administrative costs incurred
15 pursuant to this section, the department shall remit all revenue
16 generated pursuant to this section for deposit in the Sustainable
17 Communities Strategy Subaccount which is hereby established in
18 the Motor Vehicle Account and made available, upon appropriation
19 by the Legislature, ~~for~~ *for the following*:
20 (1) Fifty percent shall be appropriated to cities and counties on
21 a per capita basis for planning and implementation of projects
22 consistent with the purposes of sustainable communities strategies

1 and approved sustainable communities plans, including, but not
2 limited to, first-mile-last-mile bicycle and pedestrian infrastructure
3 projects that are intended to improve transit access in transit priority
4 zones, and bicycle and pedestrian infrastructure as part of complete
5 streets projects, and road and highway maintenance and repair that
6 also facilitates transit and bicycle use.

7 (2) Forty percent shall be appropriated to transportation
8 commissions and transit operators to support transit operations
9 and maintain and expand reduced fare programs, including, but
10 not limited to, transit passes for students, low-income youth,
11 seniors, and persons with disabilities.

12 (3) Ten percent shall be appropriated to—~~Metropolitan~~
13 ~~Transportation Organizations~~ *metropolitan planning organizations*
14 ~~and Regional Transportation Planning Associations~~ *transportation*
15 *planning agencies* for competitive grants for implementation of
16 sustainable communities strategies, including, but not limited to,
17 competitive planning and implementation grants to cities and
18 counties on a per capita basis for planning and implementing
19 livable communities and transit-oriented development and urban
20 infill projects, and to complete streets, and bicycle or pedestrian
21 projects, consistent with an approved sustainable communities
22 plan.